
Edmonton Daily Bulletin.

MORNING EDITION.

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TUESDAY, FEBRUARY 23, 1915

Mr. McCrancy, M.P., would make it a criminal offence for a person who sells property under agreement of sale to make any other use of the money he receives for it until he has paid what he owes in respect of the property. Had that clause been in the law five years ago there would be fewer people in Western Canada lamenting that they cannot get titles for property for which they have been paid. Some protective law of this kind should be necessary upon evidence that admits of no dispute.

Mr. Bickerdick, M.P., has produced his hasty annual proposal to abolish hanging for murder, and has had the usual privilege of seeing it voted down. The ponderous sense of the House of Commons, Mr. Bickerdick hails from a city where murders occur more frequently than in all Alberta, and where the proportion of murderers hanged is quite as small. The practical abolition of hanging in Montreal and in Alberta has produced the result that is always produced where and when criminals are allowed to get the idea that they can kill with little chance of being swung from a scaffold. That view is certainly not one to convince the public that the expurgation of the hanging clause from the criminal code would conduce to the security of human life elsewhere in Canada.

The Princess Patricia's Light Infantry consists of a body of men who are neither soldiers nor brigadiers nor ignorant enthusiasts. They are men who have been fighting before, and know what it means. They are men who are not to be put into second place by exuberant praise of a newly-formed battalion. No wonder the Princess have been making their protest against the foolish flattery with which well-meaning and unbalanced correspondents have been making them ridiculous. If the Princess have seen all the world stories that have been sent to Canadian papers regarding them and their devotion to the hard with the patronizing authors should they ever fall into the hands of the Pats. And Canadian friends of men in the Princess will hope that before the war is ended they will have an opportunity of applying their hobnobbed whims to the anatomy of mere Winos and other idiots who have set them up before the world as a band of swelled-headed recruits.

The British Columbia Financial Times, of Vancouver, in a recent article says that the "jitney bus" has made inroads on the earnings of the British Columbia electric railway, conservatively estimated to exceed \$1,200 a day. The article proceeds to demand that in order to protect the railway the "jitney" service should be immediately regulated by requiring it to maintain rigid schedules; to be placed under the same liability against accident as the train car; that the driver and passenger should be insured against accident; and that the "jitney" should be taxed for its service at least to the extent of the lost revenue to the city from its share of the gross earnings of the British Columbia electric. From the number and amount of the restrictions and taxation that it is desired to impose upon the "jitney" in order to protect the railway, it would seem that the "jitney" is rendering valuable service with which the railway cannot compete on terms as they stand. The Times places the blame of the preference for the public of the "jitney" on the policy towards the public of the electric railway. There is food for thought for Edmonton taxpayers in the street traffic conditions of Vancouver.

The Journal has not yet given the name of the member of the Provincial government who conferred with it for the purpose of putting the harpoon into Premier Sifton on the seed grain arrangement. Perhaps in view of subsequent events it is not necessary to specify which member of the Provincial government makes the Journal his confidential agent for the promotion of devices against the political life of the Premier.

In accord with notice served some time ago, Messrs. A. G. MacKay & Co., barristers, have served the Bulletin with a writ seeking \$25,000 in compensation of damage claimed to have been done to the alleged reputation of Alderman George Andrew Clarke, in compliance with the modest request will be postponed until it has been established, first, that the defendant had any reputation that was subject to injury, and second, that the Bulletin was responsible for any injury that may have happened to it as the result of its owner's actions as a member of the city council.

The school board is envisaging the situation to see if and where they can chop off a few tens of thousands of expenditure. The action is strictly in accord with the requirements of the case. The governing consideration is not now that they would like to do but what they can do, in private and public affairs alike. To practise economy is not pleasant. To be the one again when economy is practised is less pleasant still. Unfortunately the condition of the purse admits of no compromise between the school board and the convenience of those whose services can be got along without.

A petition was presented to the city council on Tuesday asking that means be taken to get people to go to the First street market to buy their groceries. The petition was presumably presented in accord with the campaign to prevent the taking of a pledge on the question of having the First street site again thrown open for market purposes. It is confirmatory evidence of the fact that the First street market is not a market at all, and that it is to be made serve the purposes of a market to any appreciable degree there will have to be a good deal of preliminary and energetic boosting on its behalf. That in it is sufficient proof that the site is wrongly located for the purpose. A market can be useful to the public only as it serves the public convenience. One so situated that people have to be coaxed to go there to make purchases is hopeless. The public simply will not go a mile out of its way either to please the city authorities or to validate some one's expectations of real estate values. They will buy where the market is convenient. But time is money, and if the market is a Sabbath day's journey from the house, the convenience of the community it will be visited by comparatively few people and be of comparatively little use. The market where those who money have been used to buy the land and equip it with buildings. The Rice street market was suitably located. Now going home from work in the business section found it convenient to go to a shopping expedition because anything they saw there whose quality and price suited them. Women went there in the course of a shopping expedition because it was only a step from the post office, the banks and the retail stores, at some or other of which they visited to call. Residents of outlying sections were able to make the rounds of the post office, the bank, the retail store and the market, and return home at the cost of only two street car fares and without needless loss of time. The First street market is a case of this casual business. If anyone goes there he has to make the journey for that purpose solely. And when time is scarce or car fare a matter for consideration the prices at the market must be known to be decidedly lower than those in the city. The journey will not be made. There is no advantage in the Rice street site except its location. There is nothing the matter with the First street market except its location. But location determines whether a market is convenient to the public or inconvenient, and its convenience does the amount of service it renders to the people who have paid for it. The choice between the two is simply whether the tax-payers are to have a chance to say whether they want a market for their grocery or whether they are content to let the market go by default and get no proper service in return for the mortgage on their property.

The Hudson's Bay Company | MILLINERY OPENING | The Hudson's Bay Company | MILLINERY OPENING | The Hudson's Bay Company

Spring-Tide ::::

::: Nineteen-Fifteen

Spring-Millinery Opening

... A Grand Advance ...

Tuesday and Wednesday

To Preface a Busy Season of Hat Selecting, Not to Come, But Practically Here!

DELIGHTSOME FRESH CREATIONS FROM THE FIRST ATELIER OF THE LAND—FULL OF NEW DISTINCTIONS OF FORM AND ADORNMENT!

OUR SALONS OF MILLINERY BOUNTIFULLY will be all dressed up in their holiday best for this auspicious event—the little parlor of superb new Patterns—the parlors of popular-priced Hats—and those in-between; every respective section of the sportive show will contrive to hold before your wandering eyes its Best. AT THEIR BEST! And isn't the occasion deserving of the extra effort? For our "May Laid" Edmonton, feminine, fanciful and fastidious; coming to you around to better prices—coming to you, in great, of some fine Spring Hat "to love and to cherish."

Hats of a Feather Don't Flock Together—here!

NO, NO, NO!—THAT WOULD never do! And it's another feather in our Millinery Crests! But that hardly two of the loveliest are shown—and that in the whole selection there's not one but is unapproachably new! And much more! And much more! And much more! The first paragon perched around among their glorious plumes in the first promising beams of the Springtime—here! here!

AMONG "Les Chapeaux, Petite" At \$12.50 to \$25.00 ::::

A RATIN HAT bandied with the variegated new "Barnard" strawband further beautified with softest velvet, marocain and small center, paired off the comets on a dance floor—striking! Yours and yours equally as admirable of colored straw bands with jaunty military ornaments. Each, \$12.50, \$15.00, \$18.00, \$20.00, \$22.50, \$25.00.

GOOD Buying! English Tapestry Rugs at \$6.95

ENGLISH TAPESTRY RUGS in many varied colorings and size designs; sizes 9 by 12 feet, 12 by 12 feet, 12 by 15 feet, 15 by 12 feet, 15 by 15 feet, 15 by 18 feet, 18 by 12 feet, 18 by 15 feet, 18 by 18 feet, 18 by 21 feet, 21 by 12 feet, 21 by 15 feet, 21 by 18 feet, 21 by 21 feet, 21 by 24 feet, 24 by 12 feet, 24 by 15 feet, 24 by 18 feet, 24 by 21 feet, 24 by 24 feet, 24 by 27 feet, 27 by 12 feet, 27 by 15 feet, 27 by 18 feet, 27 by 21 feet, 27 by 24 feet, 27 by 27 feet, 27 by 30 feet, 30 by 12 feet, 30 by 15 feet, 30 by 18 feet, 30 by 21 feet, 30 by 24 feet, 30 by 27 feet, 30 by 30 feet, 30 by 33 feet, 33 by 12 feet, 33 by 15 feet, 33 by 18 feet, 33 by 21 feet, 33 by 24 feet, 33 by 27 feet, 33 by 30 feet, 33 by 33 feet, 33 by 36 feet, 36 by 12 feet, 36 by 15 feet, 36 by 18 feet, 36 by 21 feet, 36 by 24 feet, 36 by 27 feet, 36 by 30 feet, 36 by 33 feet, 36 by 36 feet, 36 by 39 feet, 39 by 12 feet, 39 by 15 feet, 39 by 18 feet, 39 by 21 feet, 39 by 24 feet, 39 by 27 feet, 39 by 30 feet, 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